

Your

1949

CHEVROLET

**PREPARED AND PRESENTED
BY
CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN**

THIRD EDITION

General Hints

and

Information

on your

New

1949 Chevrolet

Dear Chevrolet Owner

We are happy to place in your hands this Owner Manual which, if you will read and study, will acquaint you with the Chevrolet car that you have just purchased.

The Dealer who sold and delivered this fine car to you and we who manufactured it are proud of the product and have a large and willing interest in maintaining your continued satisfaction in its operation. Careful consideration by you of this fine product will guarantee many miles of good, trouble-free transportation.

The purpose of this manual is to acquaint you with your new Chevrolet car. It is not a book that covers all of the mechanical features and it does not contain a lot of technical phrases of construction. Instead, it tells where the gauges, dials, switches and controls are located, a general outline of where your car should be lubricated along with a maintenance schedule that will keep the car in proper operating condition and some general information items which are of interest to you as a driver.

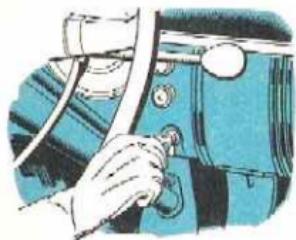
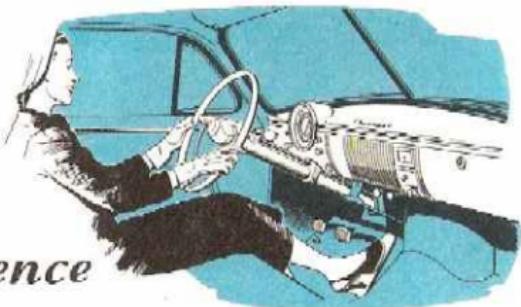
At the end of 1000 miles of driving, you should take your car back to the Dealer who delivered it to you for a physical check-up and the 1000-mile inspection service to which you are entitled. However, if at any time before or after this 1000-mile period your car does not perform the way it should, visit your Dealer who will be very glad to diagnose the trouble and to assist and advise you in what should be done to regain its peak performance.

CHEVROLET MOTOR CAR DIVISION
GENERAL MOTORS CORPORATION

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For Your Convenience

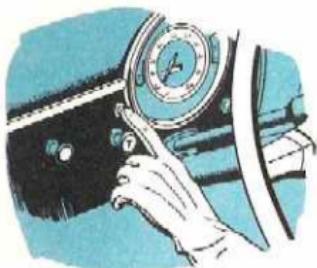


Ignition Switch

The ignition switch, located near the lower edge of the instrument panel to the right of the steering column is a three position switch. There are two "off" positions, one to the right and one to the left of the "on" (vertical) position and the key may be removed in any of these positions. When the ignition is turned off by turning switch clockwise, the key may be removed allowing ignition to be turned "ON" or "OFF" without use of key. When the ignition is turned off by turning switch counterclockwise and removing the key, the ignition is locked "OFF".

Starter Control

The starter control is of the push button solenoid type with the starter button located just to the left of the instrument cluster and directly above the throttle knob. When starting, hold accelerator pedal down halfway while pressing starter button. Should the engine be flooded, hold the accelerator down to the toe-board and press starter button until engine starts. Release the starter button as soon as the engine starts and never press the button with the engine running or serious damage may result.



Choke Control

The choke control knob is located to the right of the instrument cluster and just above the ignition switch. To provide a richer fuel mixture to assist in starting a cold engine and during warm up pull choke knob out part or all way depending upon climatic conditions. This automatically opens the throttle to provide for smooth engine operation when choking is required.

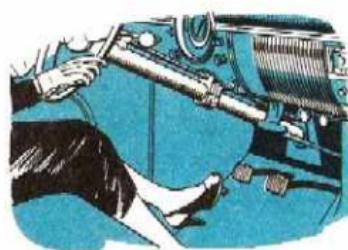


Throttle Control

The throttle control knob is located to the left of the instrument cluster and just below the starter button. Pull control knob out to open throttle.

Headlight Control

A push-pull knob for headlight control is located to the left of the starter button and throttle control knob. When the knob is pushed in against the instrument panel all lights are "OFF". When the knob is pulled out to the first position the parking lights, tail and license plate lamps are turned on. When the knob is pulled out to the last position, the headlamps, either the country (upper) or traffic (lower) beam dependent on the operation of the beam selector switch located on the toe-board by the driver's left foot, are turned on. When using the country (upper) beam for driving, a red beam indicator, located directly below the numeral 50 on the speedometer dial, lights up. Never use this beam with other cars approaching. Instrument lights ordinarily are on when the knob is pulled out to either the first or second position, although they can be dimmed or turned off by rotating the knob to the right.



Gearshift Lever

The synchro-mesh transmission selector lever is mounted at the upper end of the steering column beneath the steering wheel. Lift the knob and move downward to engage low gear or upward to engage reverse. Depress the knob and move it upward to engage second gear or downward to engage high gear.



Hand Brake

Operation



The hand brake lever operates independently of the regular foot operated braking system and applies brake pressure to the rear wheels only. The horizontal L-shaped handle is conveniently located below the instrument panel to the right of the steering column. To apply brake, pull handle straight back. To release, simply rotate handle clockwise and it will return to its normal position.

Front Seat

Adjustment

The adjustment of the front seat is accomplished by a fingertip control lever located at the left side end of the seat frame. A light downward push releases the seat allowing the seat assembly to be moved backward or forward until the position is comfortable. Releasing pressure on the lever locks the seat in the selected position.



Ventilating System

An all weather ventilating system which permits controlled ventilation even under adverse weather conditions when windows must be closed is a feature of your new Chevrolet. Outside air now enters through the radiator grille at the front of the car and is delivered into the body by an air duct extending from the radiator grille to the body dash on each side of the car. Air volume is controlled by means of a butterfly valve mounted in each of the air duct lines. These valves are individually operated by knobs mounted just below the center of the instrument panel. Either the right or left hand ventilator may be opened individually, or both valves opened as desired.

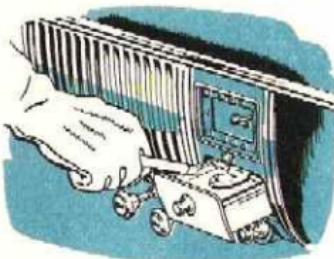
NOTE: To keep out offensive odors and exhaust gases when traveling in congested traffic or when parked behind a car having its motor running, shut the outside air intake valves by pushing vent knobs in. Exhaust gases contain carbon monoxide. See Note on page 14.

Windshield Wiper Control

The windshield wiper control knob is located to the right of the instrument cluster and above the choke control button. The windshield wipers are operated by turning this knob clockwise. A Chevrolet windshield washer may be installed to assist in cleaning windshield while driving when it may become smeared from road spray of passing cars. To operate washer, turn wiper control knob counter-clockwise and water will be sprayed on the windshield to assist the wipers in cleaning.

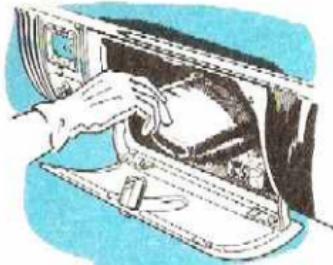
Cigarette Lighter and Ash Tray

A drawer type ash tray and a cigarette lighter centered below it are conveniently grouped together beneath the clock and just to the right of the radio grille on Deluxe models. The lighter is operated by pushing it in and when heated it will click out for use. The ash receiver has a cigarette snuffer which is depressed for removal and emptying.



Hood Control

The hood lock is released by a knob under the left side of the instrument panel. Pulling on the knob releases the lock, allowing the hood to raise sufficiently to enable release of safety catch located under forepart of hood nose.

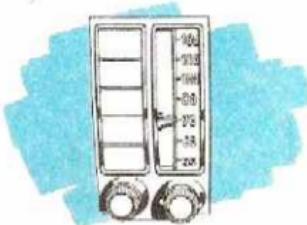


Glove Box

The glove box is located at the extreme right of the instrument panel and is equipped with a key lock mounted on the upper edge of the door. If locked, insert key in lock, turn one quarter turn and depress lock cylinder to open. An automatic light provides illumination of interior on all Deluxe models.

Radio Control Panel

When Chevrolet cars are equipped with radios, the controls are neatly and conveniently located just to the left of the radio grille. Two sets are used, one having two control knobs and the other having two control knobs plus five selector buttons for rapid station tuning. The right control knob on both sets is the "ON" and "OFF" and volume control with a tone control ring directly behind it. The left control knob is for manual tuning. On sets equipped with five selector buttons depress any one of the buttons for station selection or tune manually.



Rear View Mirror

A rear view mirror is located near the top of the windshield division moulding except on convertibles, and may be rotated on its mounting to accommodate all drivers and seat positions.

Sun Visor

Sun visors are designed so as to enable them to be moved in and out on their support rods as well as revolved to the side except on convertibles to better shut off the glare from the sun.

Speedometer

The speedometer located in the center of the instrument cluster is centered in front of the driver and has the ammeter, gasoline, water temperature and oil pressure gauges arranged in a semi-circle around it. The speedometer is of the circular type and registers both speed and cumulative mileage.



Gasoline Gauge

The gasoline gauge indicates the amount of fuel in the tank only when the ignition switch is turned "ON."

Charging Indicator

This gauge indicates the amount of electrical current that is supplied to or withdrawn from the storage battery. Unless the battery is fully charged, the pointer should bear toward the + (plus) side when the car is operated 15 to 20 miles per hour. The gauge pointer should bear toward the - (minus) side only when engine is idling or when accessories are being used with the engine shut off.

Temperature Indicator

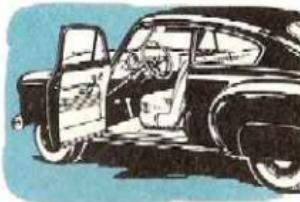
This gauge indicates the approximate temperature of the coolant circulating through the cooling system. The pointer should register within a 140-180 degree range except during long continuous driving in warm weather. Should the pointer enter the red zone, the engine should be stopped and the cause investigated immediately.

Oil Pressure Gauge

The oil pressure gauge should always indicate pressure while the engine is running. If no pressure is indicated, stop the engine immediately and have the cause investigated.

Door Hold Open

A door hold-open device is incorporated in each door. When a door is fully opened this device prevents it from closing of its own weight while entering or leaving the car. Doors may be closed easily from the hold-open position by a firm push or pull, no release is required.



Door Ventipane

The ventilators, front and rear, are operated directly by a combined lock and pull-to handle located on the base of the ventilator frame. A spring loaded pawl makes the lock positive and theft resistant, while a spring loaded friction device in the ventilator lower pivot holds the ventilator open to any position selected.

Your Everyday Service



Select Your Gasoline

The Chevrolet engine is primarily designed to operate satisfactorily on the so-called "regular" grades of gasolines. Premium grades of fuel, with their higher anti-knock qualities, may be used, but little is gained in performance or economy as the compression ratio of the engine is not high enough to demand the use of premium fuel.

Gasoline Filler Cap



The gasoline filler cap is located under the spring loaded lid in the left rear fender except on Station Wagon which has an exposed cap. Should you wish to take extra precaution against theft of fuel a locking cap is available as an accessory from your Dealer.

Engine Oil

Use of the proper engine oil is of great importance in obtaining maximum performance and satisfaction from your car and in the selection of the proper brand of oil it is essential to consider the reputation of the refiner or marketer.

There are three types of oils available for use in automobile engines; these are Regular, Premium and Heavy Duty oils. For maximum protection of your Chevrolet engine under all driving conditions, it is recommended that Premium or Heavy Duty oils be used. The Regular type oils may be used under moderate or light driving conditions.



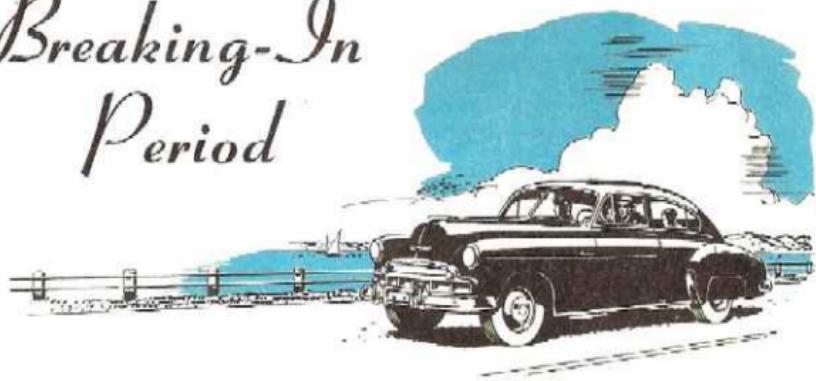
Engine Oil Level Rod

The oil level rod is a bayonet type indicator located on the right side of the crank-case. This rod is marked "Full" and "Add Oil" and these notations have broad arrows pointing to the level lines. Check oil level each time gas is purchased and maintain level between these two lines. Fill or add oil through filler cap hole on top of valve cover. Avoid overfilling as this will cause the oil to foam.

Radiator Filler Cap

The radiator filler cap is located under the hood. The coolant should be checked every time gasoline is purchased and kept to a level one inch below the filler neck. The filler neck is so designed that a pressure cap may be installed if owner so desires.

Breaking-In Period



Your Chevrolet car has been designed to furnish you many thousands of miles of motoring pleasure.

In order to maintain its high standard of performance and efficiency, special care should be given for the first two thousand miles as to the speed at which the car is driven and also to lubrication.

The crankcase of the engine in this vehicle as received by you is filled with a light body "breaking-in" oil. Use this oil only during the breaking-in schedule shown below. It should not be used after completion of the breaking-in schedule.

Check the oil frequently during the first 500 miles and at the end of 500 miles, drain the crankcase—while hot—and refill—using the grade of oil recommended in "Engine Lubrication."

To properly break-in the moving parts of the engine do not drive faster than:

40 miles per hour for the first 100 miles

50 miles per hour for the next 200 miles

60 miles per hour for the next 200 miles

Continuous driving at high speeds should not be attempted until the vehicle has been driven 2,000 miles.

Warning - Carbon Monoxide

Never start or run an engine in a closed garage. Avoid inhaling gases when any concentration of these is present in the air, i. e., in a garage, in congested traffic, or when stopped closely behind a vehicle with its motor running. Exhaust gases may have strong odors which normally should give warning of their presence. However, the exhaust gases from some vehicles may not be noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that, by itself, is tasteless, colorless and odorless.

To Start the Engine

1. Before starting engine make sure transmission shift lever is in neutral position.
2. Depress the clutch pedal.
3. Turn "ON" the ignition switch.
4. Hold accelerator pedal down halfway and press in on the starter button until the engine starts. Then release the button.

NOTE: Do not pump the accelerator pedal before or during the use of the starter as this will cause difficult starting.

5. Under cold starting conditions pull the choke button out part or all the way depending on climatic conditions. If the engine is warm or during summer weather it is not generally necessary to use the choke at all.

CAUTION: When starting a cold engine, it will be noted that the oil pressure gauge in the instrument cluster will register a high pressure. Allow engine to idle until engine warms up and pressures will not be affected by changes in engine speed.

6. In case the engine becomes overchoked or flooded at any time, be sure the choke button is all the way in then press the foot accelerator down fully and operate starter continuously until engine starts. This will eliminate further choking. If it becomes desirable to again choke the carburetor for starting follow the procedure in step 5.

Gear Shifting

The gearshift lever, mounted on the steering column, may be placed in any one of five positions — neutral, reverse, first, second or third. The operation of the gearshift lever in engaging the gears consecutively is as follows:



1. See that gearshift lever is in neutral position (lever may be raised up and down).
2. With clutch pedal depressed start engine.
3. First speed—Depress clutch pedal and raise lever toward steering wheel and then move downward until it is fully engaged in first gear location; then gradually release clutch pedal.
4. Second speed—Depress clutch pedal, push lever upwards, causing lever to cross through neutral moving away from steering wheel and engage second gear position. Release clutch pedal.
5. Third speed—Depress clutch pedal, pull lever downward until lever has reached the end of its travel into third gear position. Release clutch pedal.
6. Reverse—With car at a standstill, depress clutch pedal, raise lever, and push upward to engage reverse.

Keys and Locks



Two identical keys are furnished with the car which operate the front doors, the ignition switch, the glove compartment and trunk locks. As a protection against unauthorized persons securing keys, the key number does not appear either on the key or the face of the locks, but on a small metal insert fastened in the key. Mark this key number on your Certificate of Title or Bill of Sale as soon as you take delivery of the car, and have your dealer knock the number insert out of the keys.

To lock the doors from inside, push down the locking button located on the bottom of the window opening of each door. To lock the car from outside, either of two ways may be used.



1. With the door open push down the inside locking button and push the outside handle push button in while closing the door.
2. With the door closed, insert key in the lock of the front door handle and give the key a quarter of a turn.

Sedan Rear Door Lock

A safety feature is incorporated in the rear door locks of all four-door sedans for the convenience of owners who have small children. This door lock incorporates a means of shifting the remote control link lever to provide free-wheeling on the inside or remote control door handle at the option of the owner. With the remote control link lever set in the free-wheeling position the rear doors cannot be opened from inside unless the locking button is "UP."

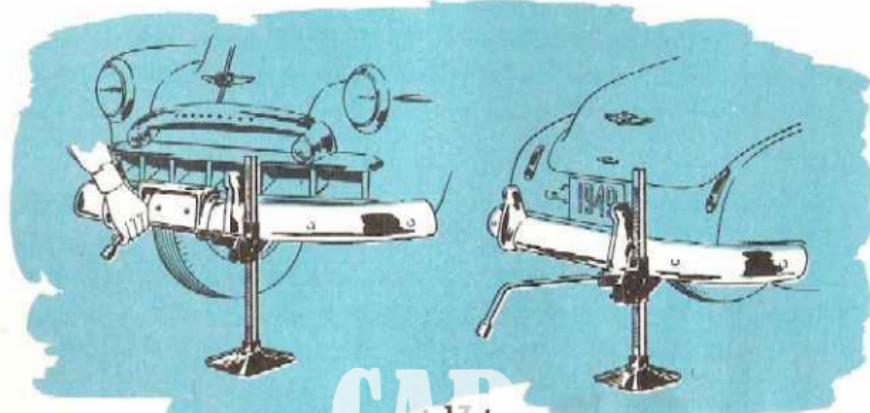
All four-door sedans have this lever set for positive action on these handles. To change to free-wheeling use a pointed tool through the clearance hole in the face of the door lock pillar, engage the tab in the remote control lever link and trip the lever to the "UP" position to engage the intermittent lever. *NOTE: The tool can be made up from an ice pick.*

General Information



Use of the Jack

1. Set parking brake and block wheel opposite one to be removed.
2. If rear wheel is to be removed, remove wheel shield on DeLuxe Models. Remove hub cap and loosen wheel nuts.
3. Place jack base on ground so that upright column is on the outside of the bumper face bar.
4. Draw jack body up to allow bumper to rest in jack seat and position as shown.
5. Move lever on side of jack housing to "UP" position, insert jack handle and raise jack until tire clears ground.
6. Remove wheel nuts and remove wheel.
7. In replacing either front or rear wheels, tighten wheel nuts snugly, shift lever on jack housing to "DOWN" position and lower jack until wheel touches ground. Then make certain that all nuts are drawn up tight, replace hub cap and remove jack.
8. If rear wheel shield was removed, replace wheel shield.



Rear Wheel Shields

The rear wheel shields may be removed by reaching up under the shield to reach handle of lever, pushing it away from you to clear flange and then pulling straight down. To install this shield, engage lug at lower rear corner in its bracket and, making sure that lever handle points straight down, push upper part of shield into place. Then move handle away from you and up, locking it behind lower flange of shield.



Tires

Tires used as standard equipment on all Passenger, Station Wagon and Sedan Delivery are 6.70x15—4 ply. Optional for use on Station Wagon and Sedan Delivery are 6.70x15—6 ply. Variations in pressure will make a difference in the riding qualities, mileage and wear characteristics obtained. It is recommended, therefore, that air pressures in the tires be checked every two weeks, preferably when tires are normally cold and that pressures be maintained as indicated in Data section on page 29.

Normal wear may be kept at a minimum by interchanging wheels and tires at regular intervals between 3,000 and 5,000 miles depending upon the severity of tire tread wear.

Incorrect front wheel alignment or wheels which are out of balance will cause rapid uneven tire wear. If this condition is evident, your car should be checked by a Chevrolet dealer who is qualified to check and make all necessary corrections.

Cleaning White Sidewall Tires

Use of a mild soap and water solution applied by brush is recommended to remove ordinary discoloration due to curb markings, grease, dirt, etc. Under no circumstances should gasoline, kerosene

or any cleaning fluid containing a solvent derived from oil be used to clean white sidewall tires. Oil in any form is detrimental to rubber and a cleaner with an oil base will discolor or injure white sidewall tires.

Anti-Freeze

When installing anti-freeze solutions, the quantity should be determined by the anti-freeze manufacturer's recommendation based on the cooling system capacity stated on page 29.

Chevrolet recommended anti-freeze compounds are those made from ethylene glycol base, denatured ethyl alcohol (ethanol) and methyl or wood alcohol (methanol) prepared by a reputable manufacturer and treated by them to reduce the rust-forming properties of water by the addition of an inhibitor in their product.

Care of Chrome

Salt and calcium chloride compounds used to clean streets of snow and ice in winter, and applied to dirt and gravel roads to lay dust during the summer months, will damage chrome plating if allowed to remain on these parts any length of time. Salt air and corrosive atmosphere of some localities are injurious to chrome plating.

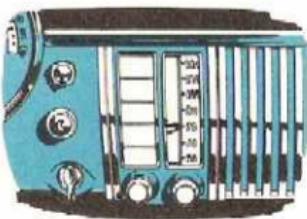
The chrome can be protected by frequent washing and as a further precaution, it is well to treat the plated surfaces with wax. The wax used for polishing cars is very satisfactory. To apply, first wash with water. Then dry with a chamois and apply wax with a clean soft cloth. Finish by polishing with another clean cloth.

For chrome plated surfaces already damaged by rust, clean with a cleaning compound which your dealer can supply and then apply a protective wax coating.



Chevrolet Radio

SWITCH AND VOLUME CONTROL—The first portion of rotation in a clockwise direction of right knob turns on the radio with further rotation increasing volume.



MANUAL TUNING CONTROL—This control on left is for manual selection of stations and affords the utmost in tuning selection.

TONE CONTROL—The chrome-plated lever behind the volume control knob controls the full tone range of your set. Rotating this lever will allow a full range from the "treble" position which reproduces speech clearly and distinctly to a gradual diminishing brilliance and accentuation of the low notes.

PUSH BUTTON TUNING—The five push buttons are for the automatic tuning of five pre-selected stations. The tuning operation is accomplished by merely pushing one of the buttons in as far as it will go. Setting up the push buttons is a simple procedure which can be done with one hand as follows:

- (a) Turn on the receiver for ten minutes or longer to allow the various circuits to stabilize. In sub-zero weather allow the receiver to warm up from thirty to forty-five minutes.
- (b) Select your five favorite stations in order of their frequency. It is suggested that they be arranged with the high frequency stations on the lower push buttons, etc.
- (c) Pull the button slightly down and out approximately one-half inch.
- (d) Turn the manual control knob until the desired station is tuned in. To secure an accurate set up turn the manual tuning knob back and forth until the station is tuned in clearly and with a minimum of background noise.
- (e) Push button in firmly to the end of its travel.
- (f) Repeat the same procedure to set up the remaining four buttons. A station setting may be changed at any time by following the above procedure.

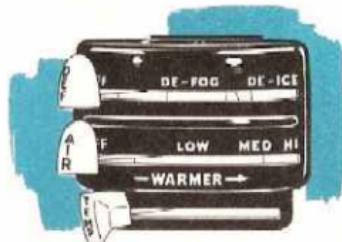
Automatic Heating Controls

One compact unit provides effective all-year control of temperature, volume, velocity, and distribution of outside air.

Moving this knob to the right increases the volume of outside air delivered to the defroster nozzles.

Moving this knob to the right opens the outside air intake duct to a maximum at LOW. Beyond this point a 2-speed blower may be actuated at MED and HI to force air into the car when traveling at low speeds.

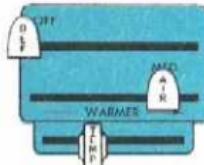
Moving this knob to the right raises the temperature of the air delivered to the car interior and the defroster nozzles.



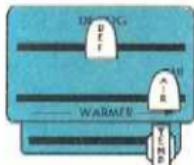
NOTE: To keep out offensive odors and exhaust gases when traveling in congested traffic or when parked behind a car having its motor running, shut the outside air intake ducts by moving the "AIR" knob to the "off" position and pushing the left vent knob; if open, all the way in. Exhaust gases contain carbon monoxide. See note on page 14.

Some Average Control Settings for Winter Operation

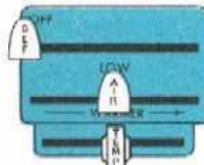
LOW SPEED DRIVING—COLD AND DRY



LOW SPEED DRIVING—WINDSHIELD FROSTED



HIGH SPEED DRIVING—COLDER AND DRY

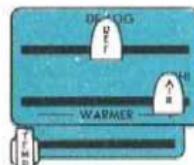


LOW SPEED DRIVING—SLEET OR ICE

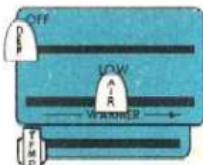


Summer Uses in Addition to Regular Ventilation

LOW SPEED DRIVING—WINDSHIELD FOGGED



HIGH SPEED DRIVING—HOT WEATHER



Lubrication



ENGINE—The crankcase of the engine, as delivered to you, is filled with a light body "breaking-in" oil. Use this oil during the first 500 miles. Check the oil level frequently and maintain the level between the "Full" and "Add Oil" lines on the oil level rod. If during the first 500-mile period it is necessary to add oil, use nothing heavier than 10-W Oil.

At the end of the first 500 miles drain the breaking-in oil from the crankcase—when hot—and refill with the proper grade as indicated in the table below.

After the first oil change made at the completion of the first 500 miles the oil should be changed thereafter every 2,000 miles. Adverse driving conditions may necessitate more frequent changes and consideration should be given when driving in dust storms, cold or severe weather or on very dusty roads.

| TEMPERATURE | GRADE OIL |
|------------------------|------------------------|
| Not lower than 32° F. | SAE 20 or 20-W |
| As low as plus 10° F. | 20-W |
| As low as minus 10° F. | 10-W |
| Below minus 10° F. | 10-W plus 10% kerosene |

Every 1,000 Miles

CHASSIS LUBRICATION—(See Lubrication Chart on Page 26.)

CRANKING MOTOR—A few drops of engine oil should be used on fulcrum shifting mechanism lever. Do not oil solenoid plunger.

GENERATOR—A few drops of engine oil at both ends of generator.

TRANSMISSION AND REAR AXLE—Lubricant level should be checked and Hypoid lubricant such as SAE 90 "Multi-Purpose" lubri-

cant added if required. Straight Mineral Oil Gear Lubricant must not be used in Hypoid Rear Axle but may be used in transmission.

NOTE: "Multi-Purpose" Gear Lubricants must be carefully compounded and of the latest non-corrosive type and of proven quality. The lubricant manufacturer must be responsible for the satisfactory performance of his product. His reputation is your best indication of quality.

STEERING GEAR—Filled with an all-season lubricant. Check level and fill to level of filler plug hole when necessary using steering gear lubricants. "Multi-Purpose" gear lubricant as recommended for rear axle and transmission may be used.

THROTTLE CONTROL LINKAGE—A few drops of engine oil. Do not oil carburetor linkage.

DISTRIBUTOR—Lubricant cup located on side of housing is filled with chassis lubricant. Turn cup down every 1000 miles.

BRAKE MASTER CYLINDER—Maintain level $\frac{1}{2}$ " to 1" below top of cylinder. Use Delco Super No. 9 hydraulic brake fluid as required.

HOOD LATCH MECHANISM—Light engine oil.

DOOR LOCK BOLTS AND STRIKER PLATES—Use G.M. door ease on all curved surfaces and light machine oil on all flat surfaces.

DOOR DOVETAIL BUMPERS AND WEDGE PLATES—Apply G.M. door ease to shoes and surface of wedge plates.

LOCK CYLINDERS—Lubricate with powdered graphite.

REAR COMPARTMENT LID LOCK MECHANISM—Lubricate moving parts with cup grease.

BATTERY—Fill to $\frac{1}{4}$ " above plates with distilled water. *Do not overfill.*

RADIATOR—Maintain coolant level 1" below top of tank.

Every 2,000-3,000 Miles

ENGINE CRANKCASE—Drain and refill using lubricants as recommended in chart on page 22.

AIR CLEANER—The filter element should be washed every 2000 miles or oftener as required with kerosene and reoiled using engine

oil. If oil bath cleaner is used clean filter element and oil reservoir and refill reservoir with 1 pint SAE 50 engine oil or lighter grade in winter.

Every 3,000 Miles

SPARK PLUGS—Remove, clean and regap plugs to .035".

TIRES—Rotate tires as indicated on page 18.

Every 5,000 Miles

DISTRIBUTOR—Remove distributor rotor and place a few drops of SAE 10 engine oil on felt wicking in top of cam. Apply a small amount of petroleum jelly on distributor cam surface by holding a clean cloth which has been soaked in jelly against it while cranking starter.

HYDRO-LECTRIC SYSTEM — CONVERTIBLE COUPE — Swing oil hole cover on upper end of power unit motor and lubricate bearing with a few drops of engine oil.

CARBURETOR ACCELERATING PUMP SHAFT—Remove dust cover and saturate felt ring on pump lever shaft with light engine oil.

Every 10,000 Miles

FRONT WHEEL BEARINGS—Remove front wheel hub and drum and clean bearings. Repack bearings with high melting point grease. Do not pack hub between inner and outer bearing assemblies or the hub cap. Reinstall wheel, hub and drum and adjust.

FRONT WHEEL BEARINGS—ADJUST—Take up on spindle nut, using an 8" wrench, until wheel is somewhat hard to turn by hand while rotating wheel to seat all parts. Back off adjusting nut $\frac{1}{12}$ turn to point where slot in nut and hole in spindle align and install cotter pin.

BRAKE AND CLUTCH PEDALS—These pedals are lubricated at factory and should require no further lubricant. If pedal operation becomes sticky remove plug and fill reservoir with chassis lubricant.

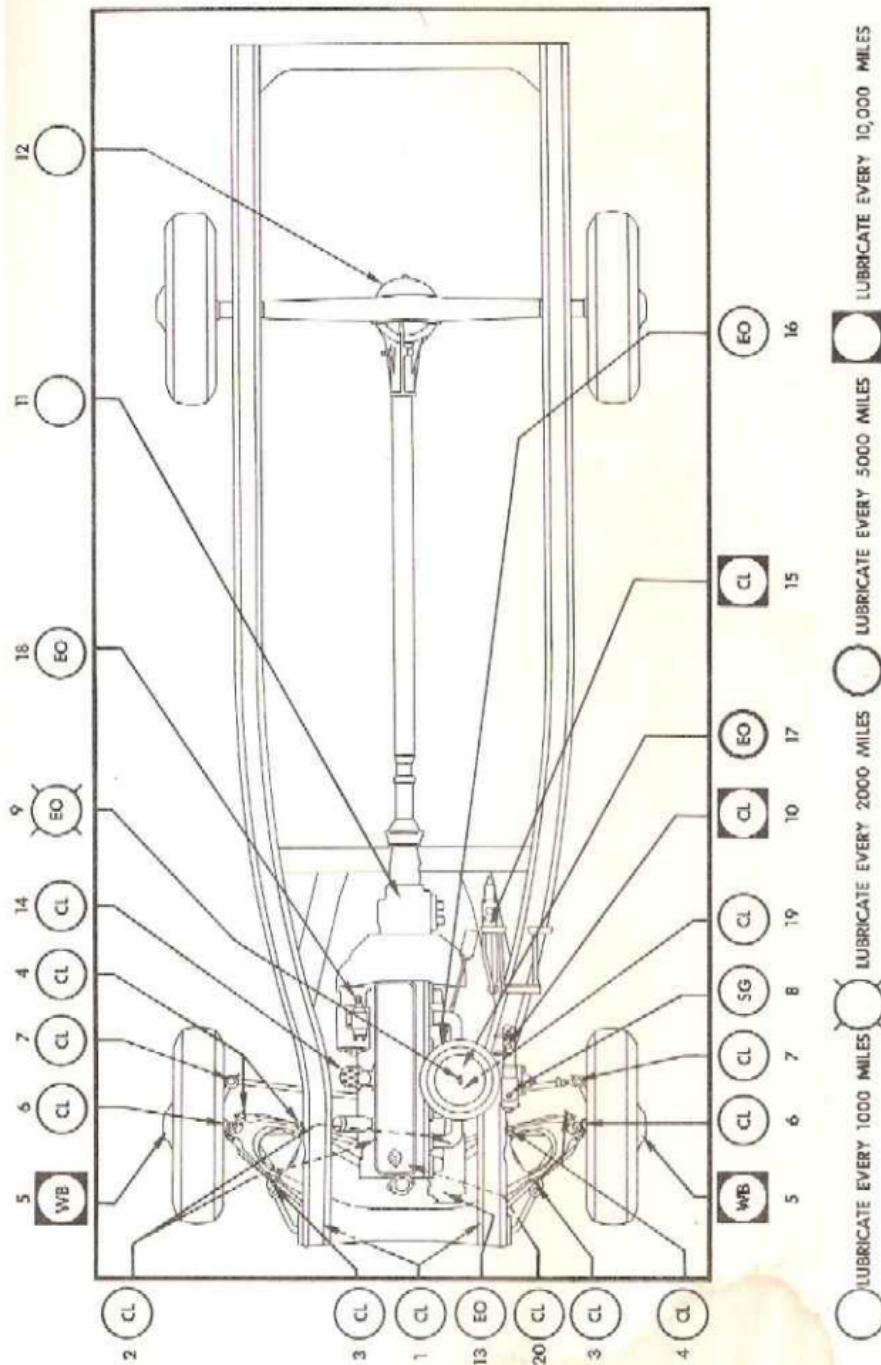
STEERING COLUMN GEARSHIFT CONTROL—This mechanism is lubricated at factory and should require no further lubricant. If shifting effort becomes sticky, remove cap from gearshift control box and fill box with a soft smooth grease.

REAR AXLE AND TRANSMISSION—While seasonal changes of the lubricant are not required, it is recommended that the transmission and rear axle housings be drained, flushed and refilled at least twice a year or every 6,000 to 10,000 miles. Refill using a Hypoid lubricant such as SAE 90 "Multi-Purpose" gear lubricant. Straight mineral oil gear lubricant must not be used in Hypoid Rear Axle but may be used in the transmission.

Use a light flushing oil to flush out housings. Do not use water, steam, kerosene, gasoline, alcohol, etc.

Lubrication Points

| | | |
|-----|---|--------------|
| 1. | Lower Control Arm—Front (1 each side) | |
| | Chassis Lubricant | 1,000 miles |
| 2. | Lower Control Arm—Rear (2 each side) | |
| | Chassis Lubricant | 1,000 miles |
| 3. | Upper Control Arm—Front (1 each side) | |
| | Chassis Lubricant | 1,000 miles |
| 4. | Upper Control Arm—Rear (2 each side) | |
| | Chassis Lubricant | 1,000 miles |
| 5. | Front Wheel Bearings—High Melting Point | |
| | Front Wheel Bearing Lubricant | 10,000 miles |
| 6. | Kingpin (2 each side) | |
| | Chassis Lubricant | 1,000 miles |
| 7. | Tie Rod (2 each side) | |
| | Chassis Lubricant | 1,000 miles |
| 8. | Steering Gear—Add Gear Lubricant | |
| | When Necessary | 1,000 miles |
| 9. | Air Cleaner (See Page 23) | 2,000 miles |
| 10. | Steering Column Gearshift Control (See Page 25) | 10,000 miles |
| 11. | Transmission (See Page 22 and 25) | |
| 12. | Rear Axle (See Page 22 and 25) | |
| 13. | Generator (2 Oil Cups) | |
| | Light Engine Oil | 1,000 miles |
| 14. | Distributor (1 cup) | |
| | Chassis Lubricant | 1,000 miles |
| 15. | Clutch and Brake Pedal Shaft (See Page 24) | 10,000 miles |
| 16. | Throttle Bell Crank | |
| | Light Engine Oil | 1,000 miles |
| 17. | Carburetor Accelerator Pump Shaft | |
| | Light Engine Oil | 5,000 miles |
| 18. | Solenoid Linkage (See Page 22) | 1,000 miles |
| 19. | Steering Connecting Rod (1 each end) | |
| | Chassis Lubricant | 1,000 miles |
| 20. | Steering Idler and Third Arm (2 places) | |
| | Chassis Lubricant | 1,000 miles |



Maintenance Schedule

The table below indicates some of the things which should be done at regular mileage intervals.

| Mileage | Lubri- cate Chassis | Change Oil | Clean Air Cleaner | Clean Spark Plugs | Cross Change Tires | Check Brake Adjust- ment | Tune Engine | Complete Inspec- tion by Dealer | Pack Front Wheel Bearings |
|---------|---------------------------|---------------|-------------------------|-------------------------|--------------------------|-----------------------------------|----------------|--|------------------------------------|
| 500 | | ★ | | | | | | | |
| 1000 | ★ | | | | | | | | |
| 2000 | ★ | ★ | ★ | | | | | | |
| 3000 | ★ | | | | ★ | ★ | | | |
| 4000 | ★ | ★ | ★ | | | | | | |
| 5000 | ★ | | | | | | ★ | ★ | ★ |
| 6000 | ★ | ★ | ★ | ★ | ★ | | | | |
| 7000 | ★ | | | | | | | | |
| 8000 | ★ | ★ | ★ | | | | | | |
| 9000 | ★ | | | | ★ | ★ | | | |
| 10000 | ★ | ★ | ★ | | | | ★ | ★ | ★ |
| 11000 | ★ | | | | | | | | |
| 12000 | ★ | ★ | ★ | ★ | ★ | | | | |
| 13000 | ★ | | | | | | | | |
| 14000 | ★ | ★ | ★ | | | | | | |
| 15000 | ★ | | | ★ | ★ | ★ | ★ | ★ | |

The following operations should be done as indicated:

| Period | Check Battery | Check Air in Tires | Change Rear Axle Lub. | Change Trans. Lub. | Add Anti- Freeze | Flush Cool- ing System |
|--------|------------------|-----------------------|--------------------------|-----------------------|---------------------|---------------------------|
| Weekly | ★ | ★ | | | | |
| Spring | | | ★ | ★ | | ★ |
| Fall | | | ★ | ★ | ★ | ★ |

Data

CAR SERIAL NUMBER

Stamped on plate attached to body left windshield pillar.

ENGINE NUMBER

Stamped on boss on right center side of engine block to the rear of ignition distributor.

TIRE PRESSURE

| | |
|------------------------------|---------|
| 6.70x15-4 Ply-Front and Rear | 24 lbs. |
| 6.70x15-6 Ply-Front | 24 lbs. |
| Rear | 30 lbs. |

CAPACITY CHART

| | |
|----------------|----------|
| Gas Tank | 16 gals. |
| Cooling System | 16 qts. |
| Transmission | 1½ pts. |
| Differential | 3½ pts. |
| Engine | .5 qts. |

LAMP SPECIFICATIONS

| | Candle Power | Number |
|------------------------------------|--------------|-------------|
| Headlamp | 45-35 Watts | Sealed Beam |
| Parking Lamp | 3 | 63 |
| Tail and Stop Lamp | 21-3 | 1154 |
| Tail Lamp (Sta. Wagon & Sed. Del.) | 3 | 63 |
| Stop Lamp (Sta. Wagon & Sed. Del.) | 21 | 1129 |
| License Plate Lamp | 3 | 63 |
| Ignition Lock Lamp | 1 | 51 |
| Headlamp Beam Indicator | 1 | 51 |
| Instrument Cluster | 2 | 55 |
| Speedometer | 2 | 55 |
| Clock | 2 | 55 |
| Glove Compartment | 2 | 55 |
| Dome Lamp (except Convertible) | 15 | 88 |
| Dome Lamp (Convertible) | 2 | 55 |

LICENSE DATA

| | |
|-----------------|-----|
| Bore (Inches) | 3½" |
| Stroke (inches) | 3¾" |

| | | | |
|----------------------------------|-------------|--------|-------------------------|
| Piston Displacement (cu. inches) | 216.5 | | |
| SAE Horsepower Rating | 29.4 | | |
| Firing Order | 1-5-3-6-2-4 | | |
| Max. Brake Horsepower | 90 | | |
| WHEELBASE | 115" | | |
| CLEARANCES | | | |
| Valve Clearance | | | |
| Intake (Hot) | .006"-.008" | | |
| Exhaust (Hot) | .013"-.015" | | |
| Spark Plug Gap | .035" | | |
| Distributor Point Gap | .018" | | |
| Clutch Pedal Clearance | 3/4" to 1" | | |
| FUSES | CAPACITY | NUMBER | LOCATION |
| Radio | 14 AMP | 147685 | End of A-lead at set |
| Heater | 14 AMP | 147685 | On back of switch |
| Defroster | 14 AMP | 147685 | On back of switch |
| Headlamps | | | |
| Tail Lamps | | | |
| Parking Lamps | | | |
| Instrument Lights | | | Thermal Circuit Breaker |

THERMAL CIRCUIT BREAKER—Eliminates necessity of fuses in headlamp, tail lamp, parking lamp and instrument lamp circuits. When the current load is too heavy, due to a short circuit, the circuit breaker opens and closes rapidly thus reducing current sufficiently to protect the wiring from damage. This action continues until the cause is eliminated.

Battery

CAUTION: Electric storage batteries give off highly inflammable hydrogen gas when charging and continue to do so for some time after receiving a steady charge.

Under no condition should an electric spark or open flame be allowed near the battery, particularly in the vicinity of the vent caps. Before doing any work around a battery a metallic contact between the car bumper and the ground should be made to remove the possibility of a static charge causing a spark in the vicinity of the battery. A long metal bar or a metal chain of sufficient length will accomplish this.

Owner Service Policy

Upon delivery of your Chevrolet, you received an Owner Service Policy from your Chevrolet dealer. Please read it carefully.

Under the terms of this policy you are entitled to receive, from any Chevrolet dealer in the U.S.A. or Canada, an inspection and adjustment, on a no charge basis, if the policy coupon is presented within 1500 miles of vehicle operation.

Any Chevrolet dealer in the U.S.A. or Canada is authorized to replace, without charge for material or labor, any parts found to be defective under the terms of the Chevrolet Factory Warranty.

Always keep this Service Policy with your car during the Warranty period as it serves to introduce you to any Chevrolet dealer.

OWNER SERVICE POLICY

1. Delivery . . . The Dealer will see that the vehicle is properly prepared before delivery to the owner, in accordance with Standard Factory instructions.

2. Use of Owner Service Policy . . . The Owner Service Policy introduces the owner to all authorized Chevrolet Service Stations and entitles the owner to receive service in accordance with the terms of this Policy. The owner should carry this Policy in the vehicle at all times.

3. Installation of Parts Furnished Under Warranty . . . Parts supplied under the manufacturer's warranty will be installed by any Chevrolet dealer in the United States or Canada without any charge for labor. The manufacturer's warranty is set forth at length in the Owner's Manual.

4. 1000-Mile Adjustment . . . The attached coupon, when signed by the Selling Dealer, entitles the owner to the inspection and adjustments as listed on the back of said coupon. These services are to be given free by any Chevrolet dealer in the United States or Canada upon presentation and surrender of the coupon.

5. Inspections . . . In order that your Chevrolet vehicle may provide maximum service and dependability, we suggest that you have it inspected every 30 days or 1000 miles by an authorized Chevrolet service station.

6. Tourist Privilege . . . Upon presentation of this Policy by the owner when touring, any Authorized Chevrolet Service Station in the United States or Canada will perform the services as outlined in paragraphs three, four and five regardless of where the vehicle may have been purchased.

7. Change of Residence . . . In case the owner changes his residence from one location to another before the warranty period has expired, the Authorized Chevrolet Service Station serving the locality into which the owner moves will, upon presentation of this Policy, render any no-charge service to which the owner may be entitled as outlined in paragraphs three, four and five.

Manufacturer's Warranty

It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on Chevrolet motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles."

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Chevrolet Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

Battery Warranty

To receive the full benefit of the warranty as given by the manufacturer of the battery, register it with your nearest Delco Battery service station. Your Chevrolet dealer will be glad to handle this registration for you.

Tire Warranty

The tires that came with your car are guaranteed by the tire manufacturer, or his agent, according to the standard Tire Manufacturers Warranty.

*Owner's Manuals
Service Manuals
Vintage Ads
and more...*



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